

Trans-Lake Washington Project Alternatives Screening Process



Alternatives Suggested by Committees and Public Scoping

July/August 2000

- No Action
- Minimum Footprint
- HOV Lanes
- GP and HOV Lanes
- GP Lanes
- Bus and Vanpool Only Lanes
- HOV Tunnel
- New Freeway and Bridge between I-5, Sand Point, Kirkland and I-405
- New 4-Lane Arterial Bridge between Sand Point and Kirkland
- Close SR 520 Interchanges between I-5 and I-405
- Modify HOV Operations
- Lane Conversion to HOV or Transit
- HCT in SR 520 Corridor
- HCT in I-90 Corridor
- Mid-Lake HCT Corridor between SR 520 and I-90
- New North Lake HCT Corridor between Sand Point to Kirkland
- New North Lake HCT Corridor between Madison to Kirkland
- Increase Effectiveness/Investment in TDM*
- Passenger Ferry
- Arterial Connections

* It was agreed at start of process that a TDM package would be component of each alternative analyzed in the EIS.

First Level Screening

October 2000

- No Action
- Minimum Footprint
- HOV Lanes
- GP and HOV Lanes
- Bus and Vanpool Lanes Only

Second Level Screening

Highway Modal Analysis
April 2001

- No Action
- HOV Lanes
- GP and HOV Lanes

- No Action
- HCT in SR 520 Corridor - 7 route Options
- HCT in I-90 Corridor - 2 route Options
- Mid-Lake HCT Corridor - 1 route Option

Second Level Screening

HCT Modal Analysis
April 2001

- No Action
- HCT in SR 520 Corridor
- HCT in I-90 Corridor

Combine Modal Alternatives to Make Multi-Modal Alternatives

April 2001

- No Action
- SR 520 Safety and Preservation, I-90 LRT
- SR 520 HOV, I-90 LRT
- SR 520 HOV, GP, I-90 LRT
- SR 520 HOV, SR-520 HCT
- SR 520 HOV, GP, SR-520 HCT
- SR 520 HOV with BRT Connections
- SR 520 HOV with BRT Connections, GP

Second Level Screening Multi-Modal Analysis

June 2001

- Additional Analysis
- I-90 LRT Parallel Bridge
- 8-lane traffic analysis
- Interchanges

EIS Alternatives Recommendation from Executive Committee

January 2002

- No Action
- SR 520 Safety and Preservation (4 Lanes)
- SR 520 HOV/BRT (6 Lanes)
- SR 520 HOV/BRT, GP (8 Lanes)
- Light rail to be on I-90; separate process
- Consider accommodation of future HCT on SR 520

Figure 2
Alternatives Screening Process